

Dec. 13. ✓

ERIE IS ONE GREAT FISHING PORT

Value of Her Fishing Products Reach Half Million Dollars Annually.

Erie is the largest fresh water fishing port in the world. Sounds like a strong statement, but yet it is one which cannot be successfully contradicted. Lake Erie, for its size, is the greatest fish producing body of fresh water in the world, and the port of Erie, which is the only fresh water port in the state of Pennsylvania, has a water front of 45 miles, in which Erie's fleet of over 100 power boats work all during the fishing season. There is no other port along the lakes with capacity to accommodate the fleet that operates out of Erie. Thus it is evident the fishing industry in Erie is something of which the city may well be proud.

Some idea of the immensity of the fishing business, here, may be gleaned when it is made known that the total value of the fish caught, and shipped out of this port, is over \$500,000 annually. Some catches are phenomenal. One of the officials of one of our largest fishing companies, in a recent interview, stated that their catch alone has been as high at 61 tons in one day, and the largest total catch for all the tugs in one day was 157 tons. The total catch for last season was slightly less than 8,000 tons, and this year will aggregate still more than last season, as the fishing industry has been growing perceptibly every year and especially has it been increasing during the past few years. The hundred power boats operating out of this port carry crews of four, five and six men each, according to size, which gives a total of fully 500 men working on the several tugs. Besides these, there are from 10 to 25 men working in each of the houses which will add about 200 more to the population of fishermen living in Erie and these figures do not include many who operate in a small way (nor is their catches included in the figures above, which, if added, would materially increase the figures showing the value of the industry in this port.) These are known as the shore fishermen and the trap netters.

Among the leading fishing companies in the city are the Booth Fisheries Co., Keystone Fish Co., Wm. F. Kolbe & Son, Eugene Loesch & Son, Union Fish Co., Lake Erie Fish Co., and the Erie Fish Co. Besides these the Case Fish Co. and the Cleveland Fish Co., of Cleveland, operate here almost every season, starting in about the first of July and remaining for the rest of the fishing season.

The fish caught here and shipped out of this port, include whitefish, herring, pike, perch and sturgeon, while the game fish include black bass, rock bass and muscalonge. The markets everywhere are aware of the high quality of the fish caught in Lake Erie, and the buying public is always satisfied when Lake Erie fish are available.

In an interview with Phil. H. Hartman, superintendent of the State Fish Hatchery at Erie, he stated that even though the fishing industry is constantly increasing, the supply of fish in the lakes is keeping pace with the growth of the fishing business. This he attributes in a large degree, if not entirely, to the success of the fish hatcheries which are stocking the lakes with hundreds of millions of fish fry each season.

The fishermen work on the profit-sharing plan, here in Erie, and thus make a larger income than if they were working on straight salaries. They work harder, of course, but the harder they work the more money they earn, and this is always an inducement for anyone to do the best he can and no man can do more.

Not only is Erie proud of the fishing industry, but proud of the calibre

of the "boys" who have made this such a successful industry for this port. It is often the impression that the fishermen are a rough, uncouth class of people. This may be the case in other cities, but in Erie everyone is aware of the fine class of men who brave the gales to attend to their nets. They are men of unusually high intelligence, a great many of whom are owners of their own homes and enjoy life on a higher plane than the average person would imagine. They are great big-hearted fellows who have never learned the meaning of selfishness or, at least if they have, they have never taken it seriously with themselves, but to the contrary look after the needy with a liberality which could be profitably emulated by those of greater means.

It is no easy snap to be a fishermen if one works like the boys who man the boats which operate out of this port. They are up and out with their boats at 5 a. m., and return with their catches in the afternoon and often in the busy seasons are kept busy until midnight sorting out the fish and then have to be "on the job" again at 5 o'clock the following morning. Yet these men never seem to complain of their work. They are always cheerful and jolly good fellows who have a rollicking good story to tell of their experiences and a general greeting for those who take an interest in their particular industry.

It is men of this splendid character who have made this Port of Erie the greatest fresh-water fishing port in the world.—A. C. McCallum in "The Erie Magazine."

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Old Craft Under Hammer.

The old sch. Smith Tuttle, which arrived at Boston last month, is tied up by litigation, and is now in the hands of a sheriff. She will probably be disposed of by United States Marshal's sale. The Tuttle, which has been sailing the seas for nearly 63 years, arrived at Boston Nov. 11 from Bangor with a cargo of lumber for Curtis and Pope. She has since been held at Boston. The vessel was built at East Haddam, Conn., in 1850, and hails from Boothbay.

Maine's Lobster Catch.

Maine's lobster catch for the current year will exceed \$2,000,000 in value, according to a statement of James Donahue, commissioner of sea and shore fish, who is preparing his annual report. Fishermen have caught many lobsters in localities where few had been taken for a decade. Mr. Donahue says. During the year 1931, 600,000 lobster fry have been planted in Maine waters.

Bound Home With Herring.

Sch. Arthur James finished loading a cargo of salt herring at the Bay of Islands and is on her way to this port. Capt. Archie Devine arrived home several days ago, making the trip overland.

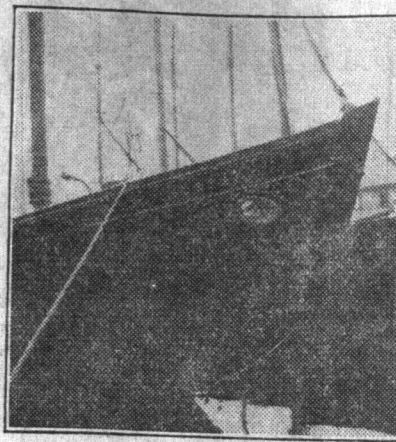
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Portland Fish Notes.

But one trip of fish was landed at Portland Wednesday. That consisted of 10,000 pounds landed by the schooner George H. Lubb. About 6000 pounds of the fare were haddock. Fish are now scarcer at Portland than they have been since last summer. The weather outside is extremely unfavorable for fishing and even the fleet to the westward is landing but small fares. Unless there is a change in the wind, the highest price of the season may be paid for fish.

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Father Neptune Has Few Fears for New Type of Fisherman



Bow Modified Knockabout Type.



Bow Ordinary Fishing Craft.

In the olden days when Gloucester fishermen left port after wrenching themselves from the embrace of dear ones, they had no idea when they would see their bonny home again. From the time they were out they were practically in the hands of Father Neptune and only with his good graces could they return when they desired. However, Fortune has smiled on the fisherman's lot, and the modern combustion engine, burning oil or gasoline, has been their salvation. With these engines installed in their boat the fishermen can brave all kinds of weather and when they have made their catch can promptly return home in time for any festivities they have planned.

Take a stroll down by the fishermen's haunts and look over the boats in dock. Notice how the type varies. Here we see one of the good old fashioned type still in commission. There we notice a modification of this, while if we look closely we see the advent of the modified knockabout type which is coming more and more into favor.

The new fishing schooners Bay State, Knickerbocker, Gertrude De Costa and Yucatan are all of this type. They have no bowsprits. With their plain pole masts and with no top masts they form a striking contrast to the older type of craft lying alongside. In designing these boats the sail area has been cut down less than one-half that which boats of this size would be normally equipped, and the sail base has been considerably shortened, eliminating the necessity of doing outboard work on the sails. Look further and ask some questions, and you will find that these boats are equipped with oil engines. These engines, which are of the Blanchard type, and manufactured by the Blanchard Machine Co., Cambridge, Mass., burn cheap fuel oil at 3c a gallon. Our coal supply is growing less and gasoline is going up (it is now about 18c a gallon) and so some of our smart engineers simply had to offer a substitute for the gasoline engine.

With these big, heavy-duty engines, which make long, steady runs, plugging away day and night, the fishermen have no fear of being overtaken by storms or calm. With no sails to handle outboard, with no bobstays to

look, no bowsprits to loosen, the crews of these schooners have nothing to fear at sea excepting fog, collision, and shore. It won't be long before all of the fishermen will be installing oil engines, for the cost of living is still going up and they are only too ready to take advantage of any way to save. Who wants in a pitching sea to dangle off a bowsprit when there is no necessity for doing so! Thomas F. McManus, the designer of the Bay State Knickerbocker and many others calls these modified knockabout type schooners "Lifesavers."

He has been connected with the New England fishing industry for 14 years, and in that time has designed and built over 300 vessels. The original type of fishing schooner was shallow draft, but the new type has deep and sharp hull lines and a short sail base so that the boats are easy and safe to handle in heavy seas. There is less pitching and a great saving of wear and tear on the rigging. The Bay State and Knickerbocker will soon be on the way around the Horn, for the New England Fishing Co. of Boston wants to use them in the halibut fishing on the Pacific coast of Canada. On this long trip the sail area will be auxiliary to the engine power. Each of these vessels is equipped with two 100 horsepower Blanchard oil engines and the fuel oil which will run them came all the way from the Pacific coast and is sold on the Pacific coast at \$1.00 a barrel. The Bay State and the Knickerbocker are sister ships, each 126 feet length overall, 162 feet length water line, 24 1-2 feet breadth water line, and have a mean draft of 10 feet.

The Gertrude De Costa, owned by L. J. and M. Costa of Boston is a 114 ton schooner, also designed by Thomas McManus, and it was built at the yard of Tarr & James, Essex, while the Bay State and Knickerbocker were built at the yards of Arthur D. Story, Essex, and Owen Lantz of this city. The Gertrude De Costa is equipped with a 70 horsepower Blanchard oil engine, and she will remain on the Atlantic coast engaging in fishing from T. wharf, Boston.

Kerosene and fuel oils are absolutely safe. The use of oil for power means that there is a greatly reduced rate in the insurance, with practically no damage on board.

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NEWFOUNDLAND SHIPS SALT COD

The total shipments of cod from St. John's, N. F., and outports for the month of November last were about fifteen thousand quintals above those for the same month last year. At the Board of Trade rooms these figures are posted:

From outports: To Europe, 24,800 qtls.; Canada, 30,857; United States, 3,453; Total, 59,110.

From St. John's: To Brazil, 36,808 2-7 qtls.; Canada, 8,440; Europe 38,125. By Red Cross, Furness and Allan lines, 32,722. Total, 116,095 2-7 qtls.

A total of 175,205 2-7 qtls. against 160,715 qtls. for 1911. Besides these, shipments of green fish amounting to 2,082 qtls. were made to Halifax; 627,984 pounds to Gloucester; and also 1,725 packages of boneless, together with 75 cases of the tinned article.

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Fish Waste Utilized.

An English financial paper states that the fish waste in the Amur district of Russia is about to be utilized as an established industry. Ten or twelve years ago salmon roe was thrown away, like the heads, melts, etc., now, which serves chiefly to soil the river. The Japanese have already started a number of industries on fish waste, and it has been calculated by M. Preobrazhensky that the Amur, with the coast and the island of Saghalien, is capable of yielding millions of "poods" of fishmeal, fertilizers, etc. The town of Nikolaievsk is said to be well suited for the industry, and a piece of land might be got rent free. The Cossacks on some of the rivers in Russia have a singular method of catching the finny tribe in winter. They cut a long trench across a river when frozen and run a net from one bank to the other; then, riding several miles up the stream, they form a line across the frozen surface and gallop their horses down toward the nets. The fish, hearing the noise and clatter of hoofs, become frightened, dart with a rush down stream and thus get entangled in the net.

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LIGHT RECEIPTS STILL THE RULE

**T Wharf Landings Thus Far
This Week Only About
660,000 Pounds.**

T wharf is suffering from lack of fresh groundfish, and if something doesn't happen soon to increase the supply materially, there will be a mild famine. A large part of the fleet is laid off, and what remains is having a hard struggle against scarcity of men and of bait and unusually rough weather outside.

Over a month ago the Provincetown fleet, mostly market boats, which fish within a day's sail of the dock, hauled off for the winter, thus depriving the market of what is looked upon as a sure source of supply during emergencies. About the same time several of the bigger schooners quit the local grounds to fit up for voyages far to the eastward for cargoes of frozen herring. Then, too, a number of the fishermen have left the business for the winter, preferring a job ashore. Others went aboard the herring boats to the eastward. Still others will remain ashore until the dangerous gales of the fall and early winter are passed.

Half a dozen of the boats were sold to go into the red snapper fishing trade of Florida. A number of the skippers tied their vessels up to the docks at Boston and at other ports to await the arrival of the particular kind of bait they wanted. And before bait which suited them arrived, storms set in, and prevented them from leaving.

All these things have cut down the size of the groundfishing fleet. For nearly a month past the otter trawlers and about 30 sailing vessels have been depended upon to keep T wharf supplied with fish. Had even this small fleet found conditions outside suitable for fishing it might have succeeded. But unfortunately, this has not been so. Even the otter trawlers have found it hard to make good catches.

So while there may be the present moment just as many fish in the seas as ever were caught, it is also true that it is a good deal more expensive and a good deal harder to catch them at the present time than it was a few weeks ago, or will be a few weeks from now.

Since the beginning of this week up to and including today there have been but 35 vessels at T wharf. And this number of vessels landed but 663,000 pounds of groundfish of all kinds, or an average of but about 18,000 pounds of mixed groundfish per vessel. When it is remembered that as a rule a good-sized schooner brings in from 10,000 to 50,000 pounds of haddock alone, it will be seen that the present fishing must be poor indeed.

The experience of the Genesta, one of the boats in yesterday is a good example of the proposition the fishing boats are up against just now. Wednesday morning, off Cape Cod, Capt. Boudreaux's men made a full set of trawl lines, that is 14 dories went out from the ship and set, setting 31,000 hooks, each baited with bait that cost money, to tempt the fishy tribes. When these 31,000 hooks were hauled, they netted exactly two haddock.

A bare handful of arrivals were at the dock this morning, the total receipts aggregating 125,000 pounds.

Sch. A. Platt Andrew has a nice trip, hauling for 35,000 pounds of haddock, 21,000 pounds of cod and 6000 hake. Other arrivals are schs. Josephine DeCosta, 15,000 pounds; Flavilla, 900 pounds; Ellen and Mary, 2500 pounds; steam trawler Crest, 45,000 pounds.

The Ellen and Mary had a broken trip, being obliged to put back to land a sick man.

Haddock sold at \$4.50 to \$7.50 a hundred pounds; large cod, \$6 to \$7.50; market cod, \$4 to \$5; hake, \$4 to \$6; pollock, \$2.

A small lot of halibut, about 250 pounds brought in by sch. Josephine DeCosta, sold at 30 cents a pound.

Boston Arrivals.

The fares and prices in detail are:
Sch. Josephine DeCosta, 12,000 haddock, 2000 cod, 1000 cusk, 250 halibut.

Str. Crest, 45,000 haddock.
Sch. Ellen and Mary, 1000 haddock, 1500 hake.

Sch. A. Platt Andrew, 35,000 haddock, 21,000 cod, 6000 hake.

Sch. Flavilla, 900 haddock.

Haddock, \$4.50 to \$7.50 per cwt.; large cod, \$6 to \$7.50; market cod, \$4 to \$5; hake, \$4 to \$6; pollock, \$2; halibut, 30 cents for white and gray.

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THE FIRST HERE SINCE SATURDAY

**Sch. Norma in at Noon To-
day Breaks Dearth of Off-
Shore Arrivals.**

Sch. Norma arrived here this morning from an eastern deck handling trip, it being the first off-shore fishing arrival here since last Saturday. It was generally quiet along the harbor front this morning as it has been for several days.

The heavy wind outside yesterday drove most of the gill netters back to port, consequently only a few of the big boats made a haul. The total receipts was less than 50,000 pounds, which were shipped to Boston for this morning's market.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Leonora Silveria, shore.
Sch. Georgiana, shore.
Sch. Manomet, via Boston.
Sch. Matthew S. Greer, shore.
Sch. Motor, shore.
Sch. Elva L. Spurling, shore.
Str. Quoddy, gill netting, 1500 lbs. fresh fish.
Str. Eagle, gill netting, 2500 lbs. fresh fish.
Str. Margaret D., gill netting, 10,500 lbs. fresh fish.
Str. F. S. Willard, gill netting, 7500 lbs. fresh fish.
Str. Nomad, gill netting, 9000 lbs. fresh fish.
Str. Anna T., gill netting, 4000 lbs. fresh fish.
Str. George E. Fisher, gill netting, 7000 lbs. fresh fish.
Str. Gertrude T., gill netting, 8500 lbs. fresh fish.
Sch. Norma, eastern deck handling.

Vessels Sailed.

Sch. Aspinet, haddocking.
Sch. Stranger, haddocking.
Sch. Juno, haddocking.
Sch. Harriett, haddocking.
Sch. Rita A. Viator, haddocking.
Sch. Jeanette, haddocking.
Sch. Clara G. Silva, haddocking.
Sch. Mary P. Goulart, haddocking.
Sch. Mary F. Sears, haddocking.
Sch. Adeline, haddocking.
Sch. Matthew S. Greer, haddocking.
Sch. Paragon, halibuting.

TODAY'S FISH MARKET.

Salt Fish.

Trawl bank cod, large, \$4.25; medium, \$3.75; snappers, \$2.75.
Handline Georges codfish, large, \$5.50 per cwt.; medium, \$4.62 1-2 snappers, \$3.25.
Eastern halibut codfish, large \$4.50; mediums, \$3.75; snappers, \$3.
Dory handling codfish, large, \$4.50; medium, \$4.12 1-2; snappers, \$3.50.
Georges halibut codfish, large, \$4.50; mediums, \$4.
Drift codfish, large, \$4.25; mediums, \$3.62 1-2.
Cusk, large, \$2.25; mediums, \$1.75; snappers, \$1.25.
Pollock, \$1.50.
Hake, \$1.50.
Haddock, \$1.50.
Large salt mackerel, \$25 per bbl.
Fletched halibut, 10c per lb.
Salt herring, \$3.50 per bbl.

Fresh Fish.

Haddock, \$1.10 per cwt.
Eastern cod, large, \$2.10; medium, \$1.75; snappers, 75c.
Western cod, large, \$2.15; mediums, \$1.80; snappers, 75c.
All codfish not gilled 10c per 100 pounds less than the above.
Hake, \$1.15.
Cusk, large, \$1.30; mediums, \$1; snappers, 50c.
Dressed pollock, 80c; round 90c.
Bank halibut, 17c lb. for white and 14c lb. for gray.
Fresh herring, \$1 per bbl. to salt; \$2 per bbl for bait.

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Bringing Salt Cod.

Sch. Monitor is on her way from Rose Blanche, N. F., to this port with 250,000 pounds of salt cod for the Gorton-Pew Fisheries Company.

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NEWS FOR THE LAKE FISHERS

The boats of the Case Fish Co. are now fishing out of Erie, Pa., as the catches begin to fall very light off Cleveland. Business for last week is reported as being quite brisk in all the varieties at recent quotations. Manager E. T. Case is at Erie attending to the disposal of the daily catches. The gasoline tug Wiegand will likely lay up for the winter rather than work short handed, and there seems to be some difficulty in getting a full crew for her.

The tug Lilly and May left for Port Huron, Michigan, on Thursday, to be turned over to her new owners.

The Booth Fisheries Co. have all the fleet still at work and getting fair average lifts; the Nashville on Tuesday weighed out a catch of 9,100 pounds. The total lift on Monday was sixteen tons from six boats.

The tug Tim Desmond, Capt. David Wood, left a few days ago to fish out of Ashtabula O. The Buckeye, Capt. Oscar Cornelius, expects to leave for an eastern point this week. The tug Wyland, Capt. "Gus" Zreenland, is pulling out and will likely lay up for the winter.

The Forest City Oyster Co. reports the jobbing trade as being fairly active, with the greatest care being taken to handle shipments of the best quality and in prime condition.

The largest and best tugs are securing full steady crews, but the smaller vessels are not being run after by the fishermen at this season of the year.

Menominee, Michigan, Dec. 4.—Fishing on west shore about over for the season, all of the pound nets will be pulled this week. The catch for the bay was an average one, about 40,000 half barrels having been salted. The cold weather coming, and the fish disappearing after the two severe blows, caused the fishermen to pull out the twine. Over on the east shore fishing is still going on, and some fine lifts of herring are being taken near Ellison Bay, Wis.

State game wardens are busy visiting fishermen, getting their views as to the new laws they are planning on putting on the books during the winter session of the Legislature. It is planned to get the fishermen's views on a 21-4-inch pound, and also to curtail the herring season about one month. Fishermen in general are satisfied with present laws relating to the pound nets, and it is expected that no measure will be put through that will curtail the next season at least.

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Local Fishers Shy At Pacific Offer.

In spite of the most liberal offers and inducements which are being extended to New England fishermen to go to the Pacific coast and engage in the steam halibut fishery, not a shiping has been made at this port, as far as can be learned.

A representative of the Booth Fisheries Company of Chicago, one of the

largest fish concerns in the country, was here and in Portland recently. At the later place it is understood that he had no better success in securing the men than here, although a few men were shipped in Boston and left for the Pacific coast this week.

It is understood that the wages offered are about \$75 a month and a percentage of the catch above a certain amount, in addition to a fret passage out.

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EIGHT FARES AT WEEK'S CLOSING

**Gill-Netter Ethel Had Large-
est Trip at T Wharf
This Morning.**

The week closed quietly at T wharf this morning, there being a bare handful of arrivals at the dock with small fares of market fish.

The gill netting steamer Ethel landed 14,000 pounds of pollock yesterday afternoon, which is the largest single fare since yesterday. The seven other crafts in had a few cod, haddock and hake which sold at good prices.

Haddock was quoted at \$6.50 a hundred pounds; large cod, \$7; market cod, \$1.50; hake, \$4.50 to \$7; pollock, \$1.75.

Boston Arrivals.

The fares and prices in detail are:
Steamer Ethel, 14,000 pollock.
Sch. Elva L. Spurling, 800 haddock, 600 cod, 4000 hake.
Sch. Matthew S. Greer, 700 haddock, 300 cod, 4500 hake.
Sch. Rose Standish, 1000 haddock, 100 cod, 1200 hake.
Sch. Mabel E. Leavitt, 3000 cod.
Sch. Joker II, 1200 cod.
Sch. Gracie, 1200 cod.
Sch. Jennie H. Gilbert, 2500 cod.
Haddock, \$6.50 per cwt.; large cod, \$7; market cod, \$1.50; hake, \$4.50 to \$7; pollock, \$1.75.

HARD WEATHER ALL WAY HOME

**Sch. Fannie A. Smith Here
From Bonne Bay N. F.—
Herring Plenty.**

After a 12 days passage with head winds and the worst kind of weather, Sch. Fannie A. Smith, one of the Newfoundland herring fleet on their way here, is here this morning from Bonne Bay with a full cargo of salt and pickled herring.

The Smith stopped at Canso on her way home, but after leaving the latter port ran into bad weather and rough sea. During the remainder of passage, the Smith bucked head winds which greatly retarded her progress.

When the vessel left for home, there was plenty of herring of the largest size. Quite a number of crafts were loading, while a number had secured full loads and started for home. Quite a number of the fleet are expected here during the next few days.

Big Cod Cargo.

Steamer Bonaventure which arrived last Saturday at St. John's, N. F., from Fogo and Twillingate with part cargo of cod berthed at the Newfoundland Fish Export company's premises to complete loading. She is consigned for Southern American ports with cargo of 20,000 quintals, one of the largest shipments ever made to the southern waters. Should the venture prove successful, it is believed that several steamers will be employed in freighting fish to the Brazil next year.

Herring Notes.

Steamer Portia which arrived from the westward route at St. John's, N. F., Monday morning, brought up about 10 barrels of herring. During the past two weeks herring has been exceptionally plentiful at Bonne Bay and surrounding settlements, boats arriving home daily with full loads. The Marine and Fisheries Department received a message stating that good catches were made on Saturday and Monday.

Good Stock.

The stock of sch. A. Platt Andrew, Capt. Wallace Bruce, on her haddocking trip just completed, was \$2170, while the crew shared \$48.75 each. The time absent was 16 days, and the trip was secured off Scatarie.

Big Fish Shipments.

Shipments of fresh fish by the gill netters last week was over 1000 boxes or approximately rising of a half a million pounds, which went to the Boston market.